SURGEONS OF SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.

DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.

DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

DR. JOHN D. RELFE, Local Surgeon	San Francisco
DR. CHESTER E. HERROD, Assistant Local Surgeon	San Francisco
DR. R. A. CRUM, Local Surgeon	Oakland
DR. C. L. ABBOTT, Division Surgeon	Richmond-Oakland
DR. HANS BENEDICT, Shop Physician	Richmond
DR. LAWRENCE W. BROWN, Assistant Local Surgeon	Richmond
DR. C. L. KERNS, Local Surgeon	Pittsburg
DR. EDWIN E. BOYSEN, Assistant Local Surgeon	Pittsburg
DR. ROBERT E. SANDLIN, Local Surgeon	Antioch
DR. W. T. McNEIL, Local Surgeon	Stockton
DR. JOHN McNALLY, Assistant Local Surgeon	Stockton
DR. PHILIP VON HUNGEN, Local Surgeon	Escalon
DR. E. E. CHOURET, Local Surgeon	Oakdale
DR. F. JOHN HOGG, Assistant Local Surgeon	Oakdale
DR. PAUL E. KLEIN, Local Surgeon	Hughson
DR. E. M. SODERSTROM, Local Surgeon	Merced
DR. GILBERT G. DAGGETT, Local Surgeon	Madera
DR. R. W. DAHLGREN, Division Surgeon	Fresno
DR. L. R. NIELSON, Local Surgeon	Fresno
DR. F. R. FREETO, Assistant Local Surgeon	Fresno
DR. W. F. CHAMLEE, Local Surgeon	Hanford
DR. HAROLD JACOBS, Local Surgeon	Corcoran
DR. JAMES A. SMITH, Assistant Local Surgeon	Corcoran
DR. WILLIAM A. HAGEN, Local Surgeon	Wasco
DR. HENRY W. VOTH, Local Surgeon	Shafter
DR. JOE SMITH, Division Surgeon	Bakersfield
DR. WAYLAND P. MATT, Local Surgeon	Bakersfield
DR. WARREN E. SIMON, Assistant Local Surgeon	Bakersfield
DR. C. M. MATHIAS, Local Surgeon	Tulare
DR. C. EUGENE MATHIAS, Assistant Local Surgeon	Tulare
DR. K. F. WEISS, Local Surgeon	Visalia
DR. F. G. POWELL, Assistant Local Surgeon	Visalia
DR. M. S. GAEDE, Local Surgeon	Reedley
DR. JOHN S. GLENN, Local Surgeon	Exeter
DR. HORACE G. CAMPBELL, Local Surgeon	Lindsay
DR. F. L. WIENS, Local Surgeon	Porterville
DR. R. D. KARSTAEDT, Assistant Local Surgeon	Porterville
DR. ROBERT A. PATRICK, Local Surgeon	Taft
DR. WILLIAM L. McEWEN, Assistant Local Surgeon	Taft
DR. HAROLD L. SCHLOTTHAUER, Local Surgeon	Mojave
DR. MADGE SCHLOTTHAUER, Assistant Local Surgeon	Mojave
DR. GEORGE K. FAULKNER, Local Surgeon	Boron
DR. M. F. FINK, Local Surgeon	Barstow
DR. WILLIAM M. CLOVER, Assistant Local Surgeon	Barstow

First aid kits are located at Boron, Bakersfield, Calwa, Fresno, Richmond, Oakland and San Francisco, on all engines, cabooses, and with all extra gangs.

E. E. SANDERS,
Trainmaster,
Bakersfield, Calif.

NEIL WILSON,
W. A. ROEBUCK,
Trainmasters,
Fresno, Calif.

A. A. KENNEDY,
Trainmaster,
Richmond, Calif.

W. D. BLACK,
Road Foreman
of Engines,
Bakersfield, Calif.

H. F. KNIGHT,
Road Foreman
of Engines,
Fresno, Calif.

J. B. WARD,
Chief Dispatcher,
Fresno, Calif.

H. A. HARGIS,
N. S. PETERSEN,
Asst. Chief Dispatchers,
Fresno, Calif.

L. L. WEBSTER,
E. C. STRETCH,
G. M. YOUNG,
R. L. SIMPSON,
R. D. RILEY,
M. L. POTTER,

G. T. WHEELER,
L. L. SAGE,
J. E. SIKES,
J. H. WEBBER,
E. T. FOREMAN,
B. E. WALDRUM,

Dispatchers, Fresno, Calif.

The
Atchison, Topeka and Santa Fe
Railway Co.

COAST Santa Fe LINES

VALLEY DIVISION
AND
SAN FRANCISCO TERMINAL DIVISION

TIME TABLE No.
3

IN EFFECT

Sunday, September 25, 1960

At 12:01 A. M.
Pacific Standard Time

This Time Table is for the exclusive use and guidance of Employes.

J. N. LANDRETH,
General Manager,
Los Angeles, Calif.

E. R. ROBERTSON,
Asst. General Manager,
Los Angeles, Calif.

S. ROGERS,
Superintendent,
Fresno, Calif.

E. O. BAGENSTOS,
Superintendent,
San Francisco, Calif.

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD		TIME TABLE NO. 3 September 25, 1960	EASTWARD		Mile Post	Ruling Grade Ascending—Feet Per Mile	Communications
			FIRST CLASS			FIRST CLASS				
			7	1		8	2			
			Passenger	San Francisco Chief		Passenger	San Francisco Chief			
			Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily			
Yard	TY		PM 4.05	AM 3.55	TRAFFIC CONTROL SYSTEM **BARSTOW** YL	s AM 4.20	s PM 9.10	746.4		C
		34.3			1.8				0.0	
233					HUTT			748.6		B
		12.1			8.6				7.7	
162					HINKLEY			757.2		B
		34.3			9.0				24.5	
161			4.24	4.14	HAWES	3.49	8.39	766.1		B
		34.3			6.8				12.2	
165					JIMGREY			772.9		B
		28.0			11.0				26.9	
161	Y		s 4.40	4.28	BORON	f 3.33	8.23	784.0		C
		0.0			5.6				34.3	
162					SILT			789.6		B
		26.4			7.5				19.0	
161	Y		s 4.54	4.39	EDWARDS	s 3.21	8.11	797.1		C
		34.3			6.4				0.0	
160					BISSELL			803.6		B
		24.3			6.5				26.4	
175					SANBORN			810.1		B
		52.8			5.6				0.0	
Yard	TY		s 5.18 5.35	f 5.00	**MOJAVE** YL (68.9)	s 2.58	s 7.50	818.4		C
					66.9					
			7.45	7.10	A B S KERN JUNCTION YL 2 TRKS.	12.58	5.38	885.2		C
		15.8			2.5				0.0	
Yard	T		s 7.55 PM	s 7.20 AM	**BAKERSFIELD** YL	12.50 AM	5.30 PM	887.7		C
			Arrive Daily	Arrive Daily	(138.3)	Leave Daily	Leave Daily			
			(39.0)	(40.5)	.......Average speed per hour.......	(39.0)	(37.7)			

Signal System Two in effect between Barstow and Mojave, and between Kern Jct. and Bakersfield, except Signal System One in effect at interlockings Barstow and Kern Jct.

Rule 261 (TCS) in effect on main track and sidings between West Tower Barstow and M.P. 817.5 at Mojave.

In TCS sidings, speed limit 40 MPH.

At Barstow between East and West Towers there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Southern Pacific time table and rules govern movement of trains between Kern Junction and M.P. 817.5 at east end of Mojave yard.

Rule 251 in effect between Kern Jct. and M.P. 887.5 at Bakersfield.

Trains must get numbered clearance card before leaving Barstow and Bakersfield.

ARVIN DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 3 September 25, 1960	EASTWARD ↑	Mile Post	Ruling Grade Ascending—Feet Per Mile
			STATIONS			
100			ARVIN YL		333.1	
	42.2		4.3			37.0
			DI GIORGIO YL		328.8	
	0.0		2.0			42.2
67			RIBIER YL		326.8	
	0.0		2.2			43.3
54			LAMONT YL		324.6	
	0.0		1.1			43.3
			WEST LAMONT YL		323.5	
	0.0		6.6			43.3
			ALGOSO YL		316.9	
	0.0		0.3			43.3
			MAGUNDEN YL		316.6	
			(16.5)			

No switch lights on Arvin District.
Wye at Di Giorgio.
Booth phone at Arvin, Di Giorgio, Lamont and Magunden.

OIL CITY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 3 September 25, 1960	EASTWARD ↑	Mile Post	Ruling Grade Ascending—Feet Per Mile
			STATIONS			
38			OIL JUNCTION YL		308.6	
	21.1		2.2			0.0
28			SEGURO YL		310.8	
	10.5		0.8			0.0
24			MALTHA YL		311.6	
	52.8		2.1			42.2
Yard			OIL CITY YL		313.7	
			(5.1)			

No switch lights on Oil City District.
Wye at Oil Junction.
Booth phone at Oil Junction.

FIRST DISTRICT

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD FIRST CLASS			TIME TABLE NO. 3 September 25, 1960	EASTWARD FIRST CLASS			Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			7	63	1		60	2	62			
			Passenger	Golden Gate	San Francisco Chief		Golden Gate	San Francisco Chief	Golden Gate			
			Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily			
Yard	T		PM 8.20	PM 3.30	AM 7.45	BAKERSFIELD YL	PM s 2.10	PM s 5.25	AM s12.30 AM	887.7		C
		13.3				3.4					15.5	
E134 W122						JASTRO				891.1		
		0.0				6.6					14.7	
180						UNA				897.7		
		9.2				7.7					0.0	
E96 W118			s 8.40	s 3.49	f 8.05	SHAFTER	s 1.43	f 4.56	11.56	905.4		C
		0.0				7.6					10.6	
130			s 8.50	s 3.59	f 8.14	WASCO	s 1.35	f 4.48	11.48	913.0		C
		0.0				6.2					15.8	
178						ELMO				919.2		B
		0.0				5.4					15.8	
180						KERNELL				924.6		B
		0.0				7.7					8.4	
178			f 9.04	4.13	8.27	ALLENSWORTH	1.20	4.33	11.33	932.3		B
		9.5				9.8					1.7	
178			f 9.12			ANGIOLA				942.1		B
		4.1				8.8					2.6	
E116 W198	Y		s 9.22	s 4.31	s 8.45	CORCORAN	s 1.07	4.17	s11.20	950.9		C
		4.1				9.4					0.0	
178						GUERNSEY				960.3		B
		5.8				7.6					0.0	
E176 W 92			s 9.54	s 4.48	s 9.02	S. P. Crossing HANFORD	s12.50	s 4.03	s11.05	967.9		C
		10.6				5.3					0.0	
180						SHIRLEY				973.2		B
		14.6				2.8					15.8	
70	Y		f10.03			LATON				976.0		B
		0.0				6.2					15.8	
180				5.00	9.14	CONEJO	12.32	3.47	10.47	982.2		B
		10.6				6.1					0.0	
178						BOWLES				988.3		B
		10.6				6.1					0.0	
						S. P. Crossing CALWA TOWER				994.4		C
		0.0				0.8					4.2	
Yard	TY		s10.22 PM	f 5.15 PM	9.33 AM	CALWA YL	12.22 PM	3.37 PM	10.37 PM	995.2		C
			Arrive Daily	Arrive Daily	Arrive Daily	(107.5)	Leave Daily	Leave Daily	Leave Daily			
			(52.8)	(61.4)	(59.7)	......Average speed per hour......	(59.7)	(59.7)	(57.1)			

TRAFFIC CONTROL SYSTEM

AUTOMATIC TRAIN STOP

Signal System Two in effect between M.P. 887.5 at Bakersfield and Calwa.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 261 (TCS) in effect on main track and sidings, except on siding Laton, between M.P. 888 Bakersfield and end of two tracks Calwa.

In TCS sidings, speed limit 40 MPH.

Rule 251 in effect between end of two tracks Calwa and crossover just east of Fresno Tower on Second District.

Trains must get numbered clearance card before leaving Bakersfield and Calwa except eastward extra trains will secure numbered clearance card before leaving Calwa Tower.

LATON DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 September 25, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓	STATIONS	↑		
57			LATON YL		0.0	
	0.0		5.6			10.4
7			CLINT YL		5.6	
	0.0		4.0			0.0
10			GEPFORD YL		9.6	
	0.0		6.0			0.0
16			SHILLING YL		15.6	
	0.0		1.8			0.0
11			LANARE YL		17.4	
			(17.4)			

No switch lights on Laton District.

Wye at Laton and Lanare.

Booth phone at Laton.

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD FIRST CLASS 7 Passenger Leave Daily	WESTWARD FIRST CLASS 63 Golden Gate Leave Daily	WESTWARD FIRST CLASS 1 San Francisco Chief Leave Daily	TIME TABLE NO. 3 September 25, 1960 STATIONS	EASTWARD FIRST CLASS 60 Golden Gate Arrive Daily	EASTWARD FIRST CLASS 2 San Francisco Chief Arrive Daily	EASTWARD FIRST CLASS 62 Golden Gate Arrive Daily	Mile Post	Ruling Grade Ascending—Feet Per Mile	Communications
Yard	TY		PM 10.22	PM 5.15	AM 9.33	**CALWA** YL	PM f12.22	PM 3.37	PM f10.37	995.2		C
		15.8				1.6 S. P. Crossing					2.6	
						SUNMAID TOWER YL				996.8		C
		15.8				0.9 S. P. Crossing					2.6	
						FRESNO TOWER YL				997.7		C
		5.3				0.4					5.3	
Yard			s10.30 10.55	s 5.25 5.30	s 9.40 9.45	FRESNO	12.15 s12.10 PM	3.30 s 3.25	10.30 s10.25	998.1		C
		15.8				2.0					5.3	
80						HAMMOND				1000.1		B
		15.8				4.9					5.3	
172						FIGARDEN				1005.0		B
		10.6				6.3					15.8	
180						GREGG				1011.3		B
		15.8				8.3					15.8	
180			f11.25	5.54	10.09	MADERA	11.41	2.56	9.56	1019.6		B
		15.8				5.8					15.8	
180						KISMET				1025.4		B
		7.4				5.7					0.0	
E134 W144						SHARON				1031.1		B
		15.8				10.4					15.8	
180			f11.43	6.09	10.24	LE GRAND	11.26	2.41	9.41	1041.5		C
		5.3				5.8					15.8	
194						PLANADA				1047.3		C
		0.0				8.8					12.7	
202			AM s12.05	s 6.25	s10.37	MERCED	s11.15	s 2.30	s 9.30	1056.1		C
		5.3				6.8					17.4	
180						FLUHR				1062.9		B
		18.0				8.8					20.0	
180				6.37	10.49	BALLICO	10.55	2.07	9.06	1071.7		B
		15.8				7.9					15.8	
180			f12.31			DENAIR				1079.6		B
		22.7				9.6					15.3	
180			f12.42	6.55	s11.05	EMPIRE	s10.43	s 1.55	8.54	1089.2		C
		26.4				6.4					0.0	
Yard	Y		s12.55	s 7.02	11.11	RIVERBANK	f10.37	1.49	s 8.48	1095.6		C
		15.8				6.0					15.8	
186			f 1.01	f 7.08	11.16	ESCALON	10.32			1101.6		C
		0.0				8.0					15.8	
180						DUFFY				1109.6		
		0.0				10.4					5.3	
Yard	Y		f 1.18	7.23	11.34	**MORMON**	10.15	1.29	8.27	1120.0		C
		0.0				0.7 W. P. Crossing					10.3	
						STOCKTON TOWER				1120.7		C
		0.0				S. P. Crossing 0.7					10.3	
Yard	Y		s 1.30	s 7.31	s11.47	STOCKTON	s10.10	s 1.24	s 8.22	1121.4		B
		1.6				5.2					1.8	
96			1.36	7.37	11.56	GILLIS	10.02	1.16	8.13	1126.6		B
		0.0				2.7					0.5	
72			f 1.40	7.40		HOLT			8.10	1129.3		C
		0.8				3.7					0.0	
98			1.44	7.43	PM 12.03	TRULL	9.57	1.11	8.07	1133.0		B
		11.6				1.8					5.3	
						MIDDLE RIVER				1134.8		B
		0.0				2.0					10.6	
71			1.50	7.49	12.09	ORWOOD	9.51	1.05	8.01	1136.8		C
		3.2				3.0					10.6	
74			1.53			BIXLER				1139.8		B
		6.3				3.2					0.0	
96			f 1.57	**7.56**[62]	12.15	KNIGHTSEN	9.46	1.00	**7.56**[63]	1143.0		C
		3.6				3.1					6.6	
64			f 2.04			OAKLEY				1146.1		C
		13.2				4.2					15.8	
108			2.09	8.00	12.22	SANDO YL	9.40	12.54	7.50	1150.3		B
		0.0				1.8					15.8	
104			f 2.15	8.02	12.25	ANTIOCH YL	9.38	12.52	7.48	1152.1		C
		15.8				3.7					6.6	
134			s 2.25	s 8.08	f12.31	PITTSBURG YL	s 9.33	s12.47	s 7.44	1155.8		C
		5.3				3.4					11.6	
70			2.30	8.13	**12.42**[2]	BROSE	9.28	**12.42**[1]	7.39	1159.2		B
		15.8				4.4					15.8	
108			f 2.36	8.17	12.47	PORT CHICAGO YL	9.24	12.38	7.35	1163.6		C
		0.0				3.3					0.0	
67			2.41	8.21	12.52	MALTBY	9.20	12.34	7.32	1166.9		B
		52.8				6.5					0.0	
68			2.49	8.29	1.00	GLEN FRAZER	9.12	12.26	7.24	1173.4		B
		52.8				2.6					52.8	
96			2.53	8.33	1.05	CHRISTIE	9.08	12.22	7.20	1176.0		B
		0.0				3.1					52.8	
102			2.57	8.37	1.09	COLLIER	9.04	12.18	7.16	1179.1		B
		0.0				2.4					52.8	
			f 3.01	f 8.41	f 1.14	PINOLE	s 9.00	12.14	s 7.13	1181.5		C
		49.6				1.1					29.9	
104			3.04	8.44	1.17	GATELEY	8.56	12.11	7.10	1182.6		B
		52.8				3.9					52.8	
106			3.09	8.48	1.23	RHEEM	8.51	12.06 PM	7.06	1186.5		B
		51.7				3.1					52.8	
Yard	TY		s 3.15 AM	s 8.55 PM	s 1.30 PM	**RICHMOND** YL	8.45 AM	11.59 AM	7.00 PM	1189.6		C
			Arrive Daily	Arrive Daily	Arrive Daily	(194.4)	Leave Daily	Leave Daily	Leave Daily			
			(43.5)	(54.3)	(50.3)	.......Average speed per hour.......	(53.8)	(54.8)	(56.3)			

A B S

TRAFFIC CONTROL SYSTEM

AUTOMATIC BLOCK SYSTEM

ATS

TWO TRACKS

AUTOMATIC TRAIN STOP

(Continued on Page 5)

SECOND DISTRICT

(Continued from page 4)

Signal System Two in effect between Calwa and Richmond, except Signal System One in effect at interlockings Sunmaid Tower, Fresno Tower, Stockton Tower and Orwood.

Rule 251 in effect between end of two tracks Calwa on First District and crossover just east of Fresno Tower.

Rule 261 (TCS) in effect on main track and sidings, except on siding Hammond, between crossover just east of Fresno Tower and signal located 100 feet west of M.P. 1123.

In TCS sidings, speed limit 40 MPH.

At Sando, westward train on main track meeting eastward train must not pass preliminary board until Signal 11503 assumes stop position; westward train on siding must occupy spotting section two minutes with switch reversed, after which Signal 11505 will clear if main track unoccupied.

At Glen Frazer, westward train on main track finding Signal 11731 in stop position may obtain proceed signal if route is clear by inserting switch key in signal box, turning to right, and waiting two minutes. Westward train on siding finding Signal 11733 in stop position may obtain proceed signal if route is clear by inserting switch key in dwarf signal box, turning to right and waiting two minutes. Westward train on auxiliary siding will find Signal 11735 at stop. When switch is lined for main track, if route clear, Signal 11735 will clear in two minutes.

At Christie, eastward train on main track to meet westward train, must not pass preliminary board until westward train has entered siding. Eastward train on siding must remain west of spotting section until ready to depart. Spotting section designated by sign near dwarf signal. Eastward train, when ready to proceed, must occupy spotting section between sign and dwarf signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Collier. If trains are occupying section of main track between east end of Christie and Signal 11782 at east end of Collier, the signal will not clear before two and one-half minutes.

Night signals will be displayed through all tunnels between Maltby and Christie.

Helper engines must not be detached from trains in tunnels.

Trains must get numbered clearance card before leaving Calwa and Richmond.

Trains and engines to Fresno Interurban District will secure numbered clearance card before leaving Calwa, except Southern Pacific trains and engines to Fresno Interurban District will secure numbered clearance card before leaving Fresno Tower.

Trains, on which crews go on duty at Riverbank, must get numbered clearance card before leaving Riverbank.

FRESNO INTERURBAN DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 3 September 25, 1960 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending—Feet Per Mile
17			HAMMOND YL		0.0	
	0.0		2.0			0.0
7			CINCOTTA YL		2.0	
	0.0		0.4			0.0
6			BARTONETTE YL		2.4	
	0.0		2.6			0.0
24			CAMEO YL S. P. Crossing		5.0	
	0.0		1.5			0.0
10			FORTHCAMP YL		6.5	
	0.0		0.7			0.0
6			BURNESS YL		7.2	
	0.0		5.8			0.0
24			FAIRVIEW YL		13.0	
	42.2		1.2			10.6
7			BIG BUNCH YL		14.2	
	15.3		1.0			8.4
14			ZEDIKER YL		15.2	
	9.5		0.5			0.0
10			RIVERBEND YL		15.7	
	31.7		1.0			42.2
4			ELK YL		16.7	
	10.6		0.2			0.0
			BELMONT AVE. YL		16.9	
			(16.9)			

No switch lights on Fresno Interurban District.

Booth phone at Hammond.

Trains and engines to Fresno Interurban District will secure numbered clearance card before leaving Calwa, except Southern Pacific trains and engines to Fresno Interurban District will secure numbered clearance card at Fresno Tower.

OAKLAND DISTRICT SAN FRANCISCO TERMINAL DIVISION

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	Westward ↓	TIME TABLE NO. 3 September 25, 1960 STATIONS	Eastward ↑	Mile Post	Ruling Grade Ascending—Feet Per Mile	Communications
Yard	TY			RICHMOND YL		0.0		C
		64.4		4.5			39.6	
66				EL CERRITO YL		4.5		B
		22.7		3.5			31.7	
20				BERKELEY YL		8.0		C
		0.0		1.9			0.0	
				S. P. Crossing YL		9.9		
		0.0		1.0			79.4	
Yard	Y			OAKLAND YL 40th and San Pablo		10.9		C
				7.0				
				SAN FRANCISCO				
				(17.9)				

Engine bell must ring continuously while moving between Richmond and Oakland.

OAKDALE DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 3 September 25, 1960 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending—Feet Per Mile
42			S. P. Crossing OAKDALE YL		6.5	
	21.1		6.5			21.1
Yard			RIVERBANK YL		0.0	
			(6.5)			

No switch lights on Oakdale District.

Office of Communication at Oakdale and Riverbank.

VISALIA DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 September 25, 1960 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
Yard			**CORCORAN** YL		0.3	
	28.5		4.1			0.0
16			WAUKENA		4.4	
	13.2		5.6			0.0
32			PAIGE		10.0	
	16.6		5.0			0.0
24			S. P. Crossing TULARE YL		15.0	
	13.9		4.1			0.0
15			SWALL		19.1	
	5.3		1.1			0.0
52			LOMA		20.2	
	5.3		5.0			0.0
46			VISALIA YL S. P. Crossing		25.2	
	0.0		6.6			16.2
28			PERAL		31.8	
	11.6		1.5			0.0
			S. P. Crossing		33.3	
	11.6		2.9			0.0
			CALGRO		36.2	
	10.6		2.3			15.9
66			**CUTLER** YL		38.5	
	0.0		3.2			0.0
32			SULTANA		41.7	
	0.0		3.4			13.2
52			DINUBA		45.1	
	9.3		3.7			0.0
Yard			REEDLEY YL		48.8	
	14.6		1.9			0.0
			S. P. Crossing		50.7	
	14.6		0.3			0.0
22			LAO JAO		51.0	
	0.0		2.4			0.0
68			PARLIER		53.4	
	5.3		1.4			0.0
23			MILEY		54.8	
	1.1		3.7			2.5
52			DEL REY		58.5	
	0.0		3.4			7.9
42			WOLF		61.9	
	0.0		2.5			8.5
32			LONE STAR		64.4	
	0.0		2.0			10.6
20			CECILE		66.4	
	0.0		2.5			10.6
Yard			**CALWA** YL		68.9	
			(68.9)			

Wye at Corcoran, Reedley, and Calwa.

Office of Communication at Corcoran, Tulare, Visalia, Cutler, Sultana, Dinuba, Reedley, Parlier, Del Rey, and Calwa; booth phone at Waukena and Calgro.

WAHTOKE DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 September 25, 1960 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
Yard			PIEDRA YL		16.9	
	0.0		2.1			58.3
7			AVOCADO YL		14.8	
	0.0		3.5			57.0
32			OAKHURST YL		11.3	
	0.0		2.0			52.8
22			MINKLER YL		9.3	
	0.0		2.2			31.7
76			CELLA YL		7.1	
	0.0		1.2			0.0
17			WAHTOKE YL		5.9	
	33.2		1.5			0.0
32			RADWIN YL		4.4	
	0.0		4.4			41.4
Yard			REEDLEY YL		0.0	
			(16.9)			

No switch lights on Wahtoke District.

Office of Communication at Reedley.

Booth phone at Minkler.

Wye at Minkler and Reedley.

PORTERVILLE-OROSI DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 September 25, 1960 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
Yard			**BAKERSFIELD** YL		116.0	
	13.3		2.5			0.0
29			ABS LANDCO YL		113.5	
	0.0		2.8			51.5
28			OIL JUNCTION YL		110.7	
			38.8			
			DUCOR YL		71.9	
	52.8		5.9			52.8
48			ULTRA		66.0	
	52.8		7.0			52.8
			PORTERVILLE JCT. YL S. P Crossing		59.0	
	0.0		0.8			33.2
42			PORTERVILLE YL		58.2	
	52.8		6.3			52.8
32			STRATHMORE JCT.		51.9	
	31.1		1.1			0.0
28			MIRADOR		50.8	
	3.1		4.1			31.4
52			LINDSAY YL		46.7	
	5.0		3.1			34.8
16			LUCCA		43.6	
	0.0		0.6			0.0
12			SIDES		43.0	
	15.8		3.8			0.0
40			EXETER YL		39.2	
	15.8		0.3			0.0
			Visalia Elect. Crossing		38.9	
	15.8		0.6			0.0
7			ANTES		38.3	
	4.7		1.6			5.3
16			VENIDA		36.7	
	0.0		2.7			5.3
16			FANE		34.0	
	21.1		2.8			8.9
			HILLMAID		31.2	
	20.8		0.1			30.8
			Visalia Elect. Crossing		31.1	
	20.8		1.0			30.8
16			REDBANKS		30.1	
	0.0		1.8			20.8
10			CAIRNS		28.3	
	0.0		1.4			17.4
18			RAYO		26.9	
	0.0		3.1			17.4
32			SEVILLE		23.8	
	15.3		3.2			10.8
			WYETH YL		20.6	
			1.6			26.8
66			**CUTLER** YL			
	0.0		1.6			
			WYETH YL		20.6	
	14.4		2.0			0.0
24			OROSI		18.6	
	30.3		6.4			15.2
42			ORANGE COVE		12.2	
	16.2		5.9			10.6
23			NAVALENCIA		6.3	
	25.3		6.3			31.7
22			MINKLER		0.0	
			(116.0)			

Signal System Two in effect between Bakersfield and Oil Jct.

No switch lights between Ducor and Minkler.

Wye at Landco, Porterville, Wyeth and Minkler.

Office of Communication at Bakersfield, Ducor, Porterville, Lindsay, Exeter, Cutler, Orange Cove; booth phone at Landco, Oil Junction, Ultra, Strathmore Junction, Fane, Redbanks, Wyeth, Orosi, and Minkler.

Southern Pacific time table and rules govern between Oil Jct. and Ducor.

1. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Barstow (telegraph office and roundhouse), Bakersfield (telegraph office and roundhouse), Calwa (telegraph office and roundhouse), Fresno, Riverbank, Mormon (telegraph office and roundhouse), Pittsburg, Richmond (telegraph office and roundhouse).

Rule 3: Crews of Southern Pacific and Sacramento Northern trains, having complied with their Companies' time regulations, may proceed over joint track.

Southern Pacific trains using joint track on Fresno Interurban District and between Ducor and Porterville Jct. and Sacramento Northern trains using joint track between Stockton Tower and Pittsburg will be governed by A.T.&S.F. time table and Rules, Operating Department.

3. . . . .

4. Rule 82 (B): Bulletin books are located at Barstow, Bakersfield, Ducor, Calwa, Fresno, Riverbank, Mormon, Pittsburg, Richmond, Oakland, and China Basin, San Francisco.

5. Rules 83 and 83 (A): Bakersfield, Southern Pacific register will be maintained to comply with Southern Pacific Rule 83-C, reflecting information on Kern Jct. register, but will not be used for registration.

At Calwa, first class trains, except those originating or terminating, may register by Form 903.

At Mormon, first class and extra trains, except those originating or terminating, may register by Form 903.

At Cutler and Corcoran on Visalia District, trains may register by Form 903 during hours these offices are open.

6. . . . .

7. Rule 93: Yard limits are located at:

Barstow (Los Angeles Div. only)
Mojave (Southern Pacific tracks only)
Arvin Dist.
Kern Junction to and including Bakersfield
Bakersfield to and including Oil Junction
Oil City Dist.
Ducor (Santa Fe tracks only)
Porterville to and including Porterville Junction
Lindsay
Exeter
Corcoran (Visalia District only)
Laton Dist.
Tulare
Visalia
Cutler to and including Wyeth
Reedley
Wahtoke Dist.
Calwa to Fresno Tower
Fresno Interurban Dist.
Oakdale Dist.
Sando to and including Pittsburg
Port Chicago
Oakland Dist.

8. Rule 104 (E) is amended: All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

9. Rule 321 (C) is amended as follows:

"At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

"At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in 'hand' operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes and then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to 'motor' operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

"If necessary to roll switches by hand, be governed by instructions posted in phone box."

10. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

When retainers are used on a freight train, speed of such train must not exceed 20 MPH.

11. Rule 761: Following is list of structures:

Mile Post	Location	Description
746.5	Barstow viaduct over passenger yard tracks and house tracks 1 to 4, inclusive	Highway Bridge
1096.7	Bridge 1096.719	Truss Bridge
1166.4	Bridge 1166.47	S. P. Bridge
1166.5	Bridge 1166.48	Highway Bridge
1169.3	Bridge 1169.3	Highway Bridge
1170.2	Between Maltby and Muir	Tunnel No. 1
1171.0	Between Muir and Glen Frazer	Tunnel No. 2
1173.6	Between Glen Frazer and Christie	Tunnel No. 3
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

12. Rule 831: California: Civil Code, Section 2188, provides: "A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides:

"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house on stopping the train."

13. Rule 862: Revenue passengers, and employes holding passes stamped "Good on Freight Trains," may be carried on freight trains, but only to and from stations where these trains are required to stop.

14. . . . .

15. . . . .

SPEED REGULATIONS

16. Trains handling pile drivers AT 199452, 199453 and 199454 must not exceed forty-five MPH; other pile drivers, derricks, steam shovels, clamshells, ditchers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed 30 MPH at any point on the Mojave, First, Second and Oakland Districts; must not exceed 20 MPH on Porterville-Orosi and Visalia Districts; and must not exceed 15 MPH at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Frt.
Mojave District	79	60
Arvin District	20	20
First District		
Bakersfield to M.P. 891, Jastro	79	60
M.P. 891 Jastro, to Calwa	90	60
Second District		
Calwa to Mormon	90	60
Mormon to Richmond	79	60
Oakland District	20	20
Visalia District		
Corcoran to Visalia	30	30
Visalia to Calwa	40	40
Porterville-Orosi District	40	40
Oil City District	15	15
Laton District	15	15
Wahtoke District	25	25
Fresno Interurban District	15	15
Oakdale District	20	20

In freight and mixed service on descending grades of over one percent, the maximum is 30 MPH with dynamic brake not in use.

When street or highway crossings are shown speed applies only while head end of train is passing.

LOCATION	M.P.H. Psgr. and Light	Frt.
MOJAVE DISTRICT		
Curve M.P. 747.2 to 747.6	60	60
2 Curves M.P. 816.4 to 817.5	50	50
Kern Jct. to Bakersfield	20	20
ARVIN DISTRICT		
Curve M.P. 324.2 to 324.4	10	10
Curve M.P. 329.7 to 329.9	10	10
FIRST DISTRICT		
Bakersfield M.P. 887.5 to 888.5	20	20
2 Curves M.P. 889.3 to 890.1	50	50
Curve M.P. 892.9 to 893.4	70	60
Alpaugh Spur	10	10
Corcoran M.P. 950.5 to 951.1	50	50
Hanford M.P. 967.5 to 968.4	20	20
Curve M.P. 969.3 to 969.5	55	55
Curve M.P. 973.7 to 973.9	55	55
2 Curves M. P. 975.0 to 975.8	50	50
Calwa Tower to Calwa	40	40
SECOND DISTRICT		
Calwa to Sunmaid Tower	40	40
Sunmaid Tower to M.P. 1002	20	20
West Ave. Crossing M.P. 1003.2	50	50
Curve M.P. 1024.0 to 1024.3	80	60
Curve M.P. 1047.4 to 1047.9	70	60
Curve M.P. 1053.8 to 1054.1	70	60
SECOND DISTRICT (Cont'd)		
Merced M.P. 1055.7 to 1057.0	30	30
2 Curves M.P. 1069.1 to 1070.5	70	60
Curve M.P. 1087.9 to 1088.1	50	50
Curve M.P. 1119.1 to 1119.5	60	60
Stockton M.P. 1120.0 to 1122.0	20	20
Track M.P. 1134.7 to 1136.4	30	30
Curve M.P. 1139.5 to 1139.8	65	60
Antioch M.P. 1151.3 to 1152.3	45	45
Pittsburg M.P. 1155.4 to 1156.1	24	24
2 Curves M.P. 1161.3 to 1161.9	50	50
4 Curves M.P. 1167.3 to 1168.6	50	50
2 Curves M.P. 1169.1 to 1170.2	60	60
2 Curves M.P.1170.5 to 1171.2	50	50
8 Curves M.P. 1171.3 to 1173.6	45	45
Tunnel No. 3 & 4 Curves M.P. 1173.6 to 1175.9	50	50
Curve M.P. 1176.0 to 1176.3	45	45
3 Curves M.P. 1176.4 to 1177.1	50	50
2 Curves M.P. 1178.0 to 1178.9	50	50
3 Curves M.P. 1179.2 to 1180.2	45	45
2 Curves M.P.1180.2 to 1180.9	50	50
4 Curves M.P. 1181.0 to 1182.5	55	55
Curve M.P. 1184.7 to 1185.0	65	60
Curve M.P. 1185.1 to 1185.4	50	50
3 Curves & track M.P. 1185.8 to 1189.0	45	45
2 Curves M.P. 1189.0 to 1189.6	20	20
OAKLAND DISTRICT		
Track M.P. 0.0 to 10.2	20	20
Track M.P. 10.2 to 10.8	15	15
Track M.P. 10.8 to 10.9	5	5
VISALIA DISTRICT		
Tulare M.P. 14.3 to 15.9	20	20
Visalia M.P. 24.5 to 26.0	15	15
Reedley M.P. 48.2 to 49.5	20	20
Parlier M.P. 53.1 to 53.6	24	24
Del Rey M.P. 58.4 to 58.8	24	24
Curve M.P. 62.2 to 62.7	30	30
PORTERVILLE-OROSI DISTRICT		
Track M.P. 0.0 to 12.0	10	10
Track M.P. 12.0 to Cutler	25	25
Woodlake Spur	10	10
Exeter M.P. 39.1 to 39.6	20	20
Lindsay M.P. 46.1 to 47.1	20	20
Strathmore Spur	15	15
Sunland Spur	15	15
2 Curves M.P. 61.5 to 62.1	30	30
Between Porterville and Ducor	40	30
Between Oil Junction and Landco	40	35

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

	Safe—Danger—	
4 miles per hour	□	SAFE COUPLING SPEED
5 miles per hour	□■	Damage Begins
6 miles per hour	□■■	2¼ times as damaging as 4 MPH
7 miles per hour	□■■■	3 times as damaging as 4 MPH
8 miles per hour	□■■■■	4 times as damaging as 4 MPH
9 miles per hour	□■■■■■	5 times as damaging as 4 MPH
10 miles per hour	□■■■■■■	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE!

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines:			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 800-848, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

	Forward	Light	Backing or When Controlled From Rear Unit	Dead In Train
	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
600-611	65	65	45	60
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-848, 900-979, 1100-1124	75	75	45	60
RDC 191-192 (Coupled)	80	80	70	70
RDC 191-192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75
Sacramento Northern Diesels				
301	50	50	45	50
701-732, 801-803, 913-924	65	65	45	60

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.
"S"—Spring Switch.
"ESL"—Electric Switch Lock.
"EE"—East End.
"WE"—West End.

Station	Type	Location	MPH
		MOJAVE DISTRICT	
Hutt	I	EE siding	15
		WE siding	40
Hinkley	I	EE and WE siding	40
Hawes	I	EE and WE siding	40
Jimgrey	I	EE and WE siding	40
Boron	I	EE and WE siding	40
Silt	I	EE and WE siding	40
Edwards	I	EE and WE siding	40
Bissell	I	EE and WE siding	40
Sanborn	I	EE and WE siding	40
		FIRST DISTRICT	
Bakersfield	I	WE two tracks 1000 feet west of M.P. 888	20
Jastro	I	EE siding	30
	I	WE siding and crossover	40
	I	Porterville-Orosi Jct. switch	30
Una	I	EE and WE siding	40
Shafter	I	EE and WE siding and crossover	40
Wasco	I	EE and WE siding	40
Elmo	I	EE and WE siding	40
Kernell	I	EE and WE siding	40
Allensworth	I	EE and WE siding	40
Stoil	ESL	Industry track switches	30
Angiola	I	EE and WE siding	40
Blanco	ESL	Industry track switches	30
Corcoran	I	EE and WE east siding	40
	I	EE and WE west siding	40
Guernsey	I	EE and WE siding	40
Hanford	I	EE and WE east siding	40
	I	EE and WE west siding	30
Shirley	I	EE and WE siding	40
Laton	ESL	EE and WE siding (not signaled)	30
Conejo	I	EE and WE siding	40
Bowles	I	EE and WE siding	40
Calwa	I	End of two tracks	30
		SECOND DISTRICT	
Fresno	I	End of two tracks	20
Figarden	I	EE and WE siding	40
Gregg	I	EE and WE siding	40
Madera	I	EE and WE siding	40
Kismet	I	EE and WE siding	40
Sharon	I	EE and WE siding and crossover	40

Station	Type	Location	MPH
		SECOND DISTRICT (Continued)	
Legrand	I	EE and WE siding	40
Planada	I	EE and WE siding	40
Merced	I	EE siding	40
	I	WE siding	30
Fluhr	I	EE and WE siding	40
Ballico	I	EE and WE siding	40
Denair	I	EE and WE siding	40
Empire	I	EE and WE siding	40
Riverbank	I	EE and WE of lead	15
	I	EE and WE siding	40
Escalon	I	EE and WE siding	40
Duffy	I	EE and WE siding	40
Mormon	I	EE siding	40
	I	2 crossovers	30
Stockton	I	WE siding	30
Gillis	S	EE and WE siding	30
Holt	S	EE and WE siding	30
Trull	S	EE and WE siding	30
Orwood	I	EE siding	15
	S	WE siding	30
Bixler	S	EE and WE siding	30
Knightsen	S	EE and WE siding	30
Sando	S	EE siding	30
Antioch	S	WE siding	30
Pittsburg	S	EE siding	15
	S	WE siding	30
Brose	S	EE and WE siding	30
Port Chicago	S	EE and WE siding	30
Maltby	S	EE and WE siding	30
Glen Frazer	S	EE and WE siding	30
Christie	S	EE and WE siding	30
Luzon	S	EE and WE siding	30
Gateley	S	EE and WE siding	30
Rheem	S	EE and WE siding	30
		PORTERVILLE-OROSI DISTRICT	
Landco	S	Stem of wye	10
	S	EE siding	15

18. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

Corcoran for First District siding
Laton for First District siding
Cutler for Visalia District
Reedley for Visalia District
Wyeth for Porterville-Orosi District
Minkler for Wahtoke District
Hammond for Second District siding
Cameo for Fresno Interurban District

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14 (Z)
		MOJAVE DISTRICT	
Barstow West Tower	Main track and connecting crossovers.	Interlocking. Ten miles per hour	To Mojave District — — 0 Against current of traffic —— 0 Engine lead 00——0 Switching tail 0000 Tracks 1 to 17 incl. 0——00 Tracks 18 to 30 incl. ——0——0
Kern Junction	Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —
		FIRST DISTRICT	
Hanford	S. P. Coalinga Branch	TCS.	
Calwa Tower	S. P. main track and entrance to yard.	TCS.	

(Continued on Page 10)

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS (Continued)

Location		Tracks Governed	Rules	Whistle Signals Additional to Rule 14 (Z)
			SECOND DISTRICT	
Sunmaid Tower		S. P. Porterville branch. Two tracks crossover and yard lead.	Interlocking.	Pike lead — 00 — Crossovers — 0 — 0
Fresno Tower		S. P. Friant branch. Two tracks crossover, yard lead and Industry tracks.	Interlocking.	Crossover — 0 — 0 Pike lead — 00 — Guggenhime No. 1 and Corral track 00 — 00 Guggenhime No. 2 00 — 0 Hill tracks 000 — — Yard track — 0 —
Stockton Tower		W. P. and S. P. main tracks and transfer tracks.	Interlocking.	Main line to Town lead —— 0 —— S. P. North transfer 00 — S. P. South transfer 000 — W. P. main track connection 0 —— Town lead thru plant —— 0
Stockton	1.0 West	Main track and siding.	Interlocking.	
Stockton	1.3 West	Weber-Edison Street Lead over S. P. Lead to Standard Oil Plant.	Bulletin Instructions.	
Middle River		Drawbridge.	Interlocking.	
Orwood	0.8 East	Drawbridge and siding.	Interlocking.	
Pittsburg	0.9 East	Lead to Columbia Steel over S. N.	98 (A), 98 (B) and Bulletin Instructions.	
Pittsburg	0.9 West	Lead to P. G. & E. plant over S. N. main track.	Stop. Gate. Bulletin Instructions.	
Pittsburg	0.91 West	Lead to P. G. & E. plant over S. N. lead track.	Stop. Bulletin Instructions.	
			OAKLAND DISTRICT	
Berkeley	1.9 West	S. P. Berkeley branch.	When home signal indicates STOP be governed by Rules 98 (A), 98 (B).	
Oakland	0.7 West	AT&SF, S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.	
Oakland	1.1 West	S. P. West Oakland connection.	98 (A), 98 (B).	
			PORTERVILLE-OROSI DISTRICT	
Hillmaid	0.1 West	Visalia Elec.	98 (A), 98 (B).	
Exeter	0.3 West	Visalia Elec.	98 (A), 98 (B).	
Porterville	0.8 East	S. P. Success branch	98 (A), 98 (B).	
			VISALIA DISTRICT	
Tulare		S. P. main track.	Interlocking. Bulletin Instructions.	
Visalia		S. P. Visalia branch.	98 (A), 98 (B).	
Peral	1.5 West	S. P. Porterville branch.	98 (A), 98 (B).	
Lac Jac	0.3 East	S. P. Porterville branch.	98 (A), 98 (B).	
			FRESNO INTERURBAN DISTRICT	
Cameo		S. P. Friant branch.	98 (A), 98 (B).	
			OAKDALE DISTRICT	
Oakdale		S. P. Oakdale branch.	98 (A), 98 (B).	

A. J. STROBEL, General Watch Inspector .... **Topeka**

R. W. WELLS, Asst. General Watch Inspector .... **San Bernardino**

LOCAL TIME INSPECTORS

E. F. MANNERS.............................107 E. Main St., Barstow
ARLIE KNIGHT...........................1663 Chester Ave., Bakersfield
J. N. CHENEY...............................1600 20th St., Bakersfield
GEO. E. CRAIN..........................4221-B E. Shields Ave., Fresno
CHARLIE R. LEWIS.........................2044 Fresno St., Fresno
GRAY'S-COLVIN'S..............................727 Olive Ave., Fresno
W. A. SWANSON..........................4427 E. Jensen Ave., Calwa
J. H. BOGUE.....................................1714 "L" St., Merced

HELEN WILSON SHOEMAKE....................1323 Jay St., Modesto
CON MANTELE..................................129 N. Sutter St., Stockton
WALTER K. BANKS, JR..................111 North San Joaquin St., Stockton
EUGENE MAYER..516 - 2nd St., Antioch
W. R. STRIBLEY.................................1013 MacDonald Ave., Richmond
LOWELL O. DIXON..............................1809 Telegraph Ave., Oakland
ED S. BRILLON....................................3876 San Pablo Ave., Oakland
EDWARD F. WILLIAMS.........................210 Townsend St., San Francisco

Other Stations or Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
MOJAVE DISTRICT			
P. C. Borax Co	784.7	7.4 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	East & West
ARVIN DISTRICT			
Lonsmith	318.0	7	East & West
Harpertown	321.1	3	West
Patch	325.9	4	East
FIRST DISTRICT			
Rosedale	895.7	49	East & West
Crome	899.5	34	West
Ivy	909.8	10	East
Palmo	910.5	28	West
Neufeld	914.7	6	East
Pond	921.2	40	East
Stoil	936.0	89	East & West
Alpaugh	941.8	5.4 miles	West
Blanco	945.9	68	East & West
Pitco	970.1	17	East
Lucerne	971.8	0.8 mile	West
Monmouth	985.6	26	East & West
SECOND DISTRICT			
Trigo	1014.3	40	East & West
Tuttle	1050.7	54	East & West
Kadota	1052.1	75	East & West
Pritchard	1058.9	20	East
Winton	1065.4	18	East & West
Cortez	1074.6	15	East & West
Hughson	1085.8	38	East & West
Claus	1092.8	42	East & West
Burnham	1112.5	34	East & West
Rockwell	1114.8	13	East & West
Woodsbro	1125.5	54	East & West
Werner	1138.8	23	East & West
Du Pont	1147.6	58	East & West
Bridgehead	1148.4	16	East & West
East Antioch	1149.2	127	East & West
Zee	1149.7	64	East & West
Nichols	1161.3	15	East
Monsanto	1165.8	44	East & West
Muir	1170.6	. .	East
Herpoco	1180.4	. .	West
San Pablo	1187.8	11	East & West
OAKLAND DISTRICT			
Malott	4.0	8	East & West
Fairmount Avenue	5.7	11	East
OAKDALE DISTRICT			
Ladino	3.7	8	West
VISALIA DISTRICT			
Higby	21.8	12	East
Tokay	42.3	25	East & West
Enson	43.9	14	East
Mattei	65.2	2.2 miles	West
PORTERVILLE-OROSI DISTRICT			
Wimp	22.2	5	East
Twin Buttes	25.3	9	West
Woodlake	33.5	2.2 miles	West
Winco	32.4	15	East & West
West Venida	36.1	11	West
Matchin	37.3	10	East
List	40.6	20	West
Sierra Heights	48.5	13	East
Gillette	50.4	52	East
Strathmore	52.0	1.2 miles	East
Euclid	54.3	22	West
Mosian	54.5	23	East
Lumer	60.9	6	East
Sunland	61.4	1 mile	West
Magnolia	61.9	14	East
San Joaquin Cotton Compress	111.3	30	East & West
FRESNO INTERURBAN DISTRICT			
Hammer Field	4.9	1 mile	East

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Barstow (M.P. 747.3)	2796	Stockton	1450
Boron	Mine Spur	Oakland (Old)	320
Edwards	Army Spur	Oakland (New)	1800
Landco	1300	DiGiorgio	500
Corcoran	Visalia District	Lanare	505
Laton	337	Reedley	Wahtoke District
Calwa	Visalia District	Minkler	Porterville-Orosi District
Riverbank	2300	Wyeth	1.6 Miles
Mormon	2610	Porterville	1143

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein.

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Grants	North of Barstow	Clovis and beyond
	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond, Brownwood and beyond
	Kingman	Bakersfield and beyond	Clovis and beyond
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
	Holbrook	Clovis and beyond	
	Grants	Clovis and beyond	North of Barstow
17	Flagstaff	Pasadena and Los Angeles	
	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond destined south of Ash Fork
	Pomona		Williams and beyond
18	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Grants	South of Barstow	La Junta and beyond
	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville		Albuquerque and beyond
	Pomona		Williams and beyond
	Victorville	Albuquerque and beyond	
20	Kingman	Newton and beyond	San Bernardino and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
	Grants	La Junta and beyond	South of Barstow
123	Laguna		Albuquerque and beyond
	Ludlow	Los Angeles	
	Rivera		Williams and beyond
124	Rivera, Ludlow	Williams and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79, 81	Rivera		Oceanside, Del Mar, or San Diego
71	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside, Del Mar, or San Diego
77	Orange	Los Angeles	
76, 80	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
72, 74, 76	Rivera	Oceanside, Del Mar, or San Diego	
78	San Juan Capistrano		Los Angeles
70	Irvine, El Toro		Los Angeles

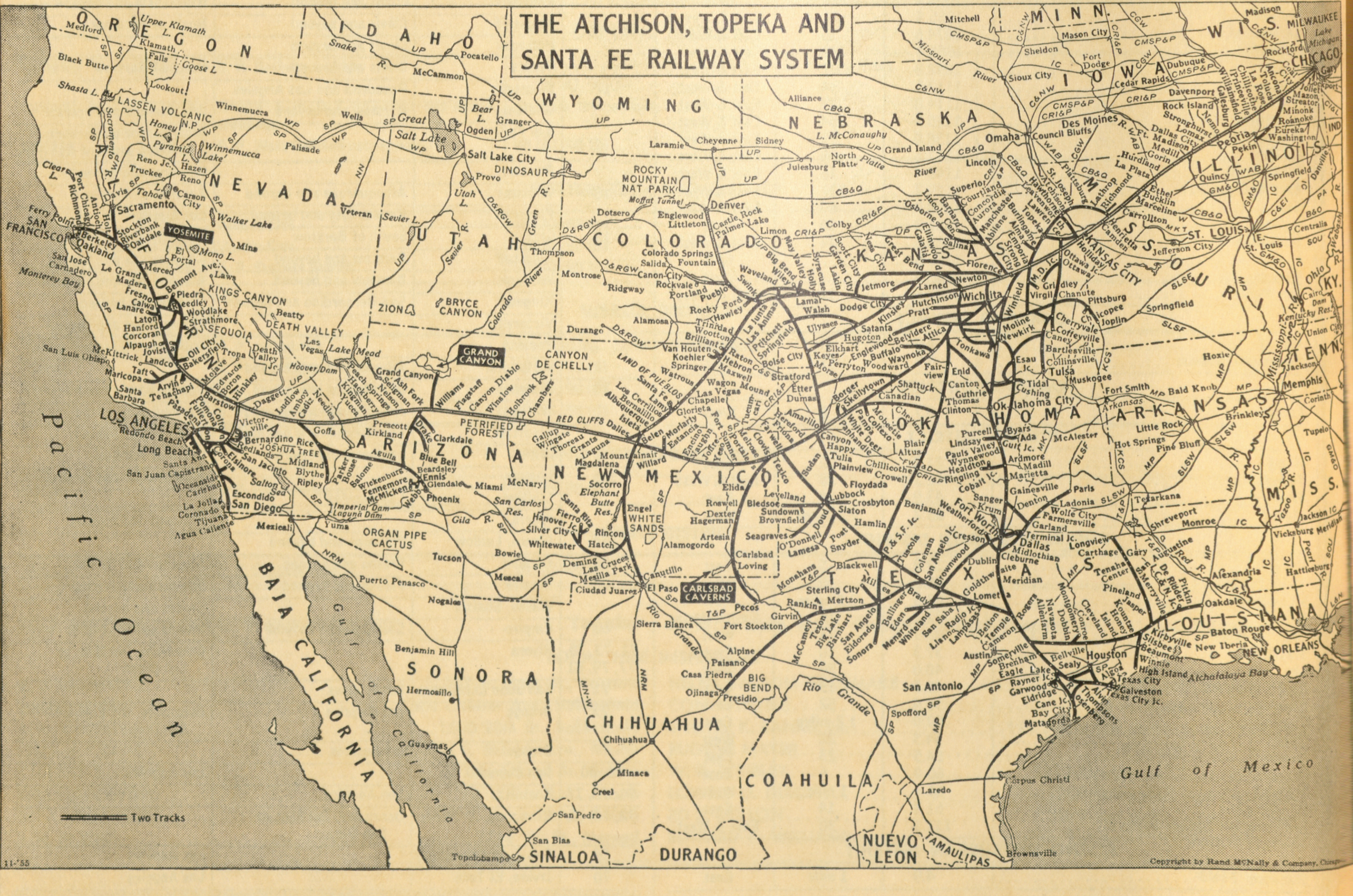
GET THE Santa Fe SAFETY HABIT

GET THE Santa Fe SAFETY HABIT

SANTA FE SAFETY FIRST

Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

(See General Rules E, F, M and N, Book of Rules.)


THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM
Two Tracks
OREGON
IDAHO
WYOMING
NEBRASKA
MINN.
IOWA
WIS.
ILLINOIS
CALIFORNIA
NEVADA
UTAH
COLORADO
KANSAS
MISSOURI
ARIZONA
NEW MEXICO
OKLAHOMA
ARKANSAS
TENN.
MISS.
TEXAS
LOUISIANA
KY.
BAJA CALIFORNIA
SONORA
CHIHUAHUA
COAHUILA
NUEVO LEON
TAMAULIPAS
SINALOA
DURANGO
Pacific Ocean
Gulf of California
Gulf of Mexico
Lake Michigan
CHICAGO
Kansas City
Topeka
Atchison
Wichita
Denver
Pueblo
La Junta
Albuquerque
El Paso
Amarillo
Oklahoma City
Tulsa
Fort Worth
Dallas
Houston
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Austin
San Antonio
St. Louis
Memphis
New Orleans
Phoenix
Barstow
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